

# BookletChart™



## ***Intracoastal Waterway – Cedar Lakes to Espiritu Santo Bay***

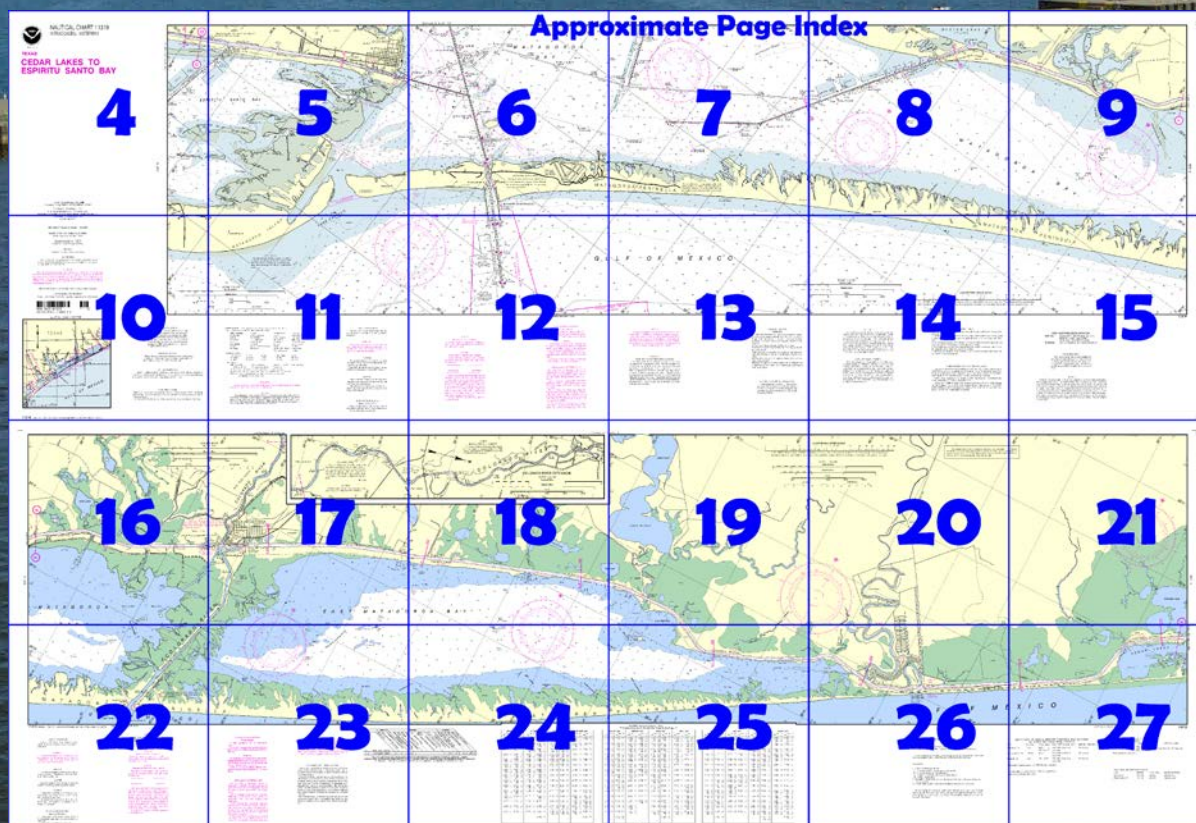
**NOAA Chart 11319**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

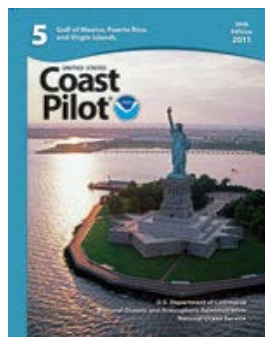
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11319>



**[Coast Pilot 5, Chapter 11 & 12 excerpts]**  
**Matagorda Bay** is a large body of water separated from the Gulf by **Matagorda Peninsula**. Depths in the bay range from 5 to 13 feet, averaging 10 to 12 feet over the greater part. Considerable oil development and fishing are carried on in the bay and its main tributaries Tres Palacios and Lavaca Bays. **Matagorda Ship Channel** is a 22-mile-long deepwater channel from the Gulf to and through a land cut in Matagorda Peninsula thence through Matagorda and Lavaca Bays to a public terminal at Point Comfort. The entrance to the land cut is protected by jetties. The channel is well marked. The Federal project provides for a depth of 38 feet through the Sea Bar Channel and

Jetty Channel, thence 36 feet through the land cut and Matagorda and Lavaca Bays to a turning basin of the same depth at Point Comfort. Caution should be used when transiting near the channel limits due to abandoned structures immediately outside the channel limits that may or may not be visible above the waterline.

**Matagorda Ship Channel Entrance Light** (28°25'18"N., 96°19'06"W.), 57 feet above the water, is shown from a skeleton tower on a concrete block with a red and white diamond-shaped daymark on the E jetty at the entrance to Matagorda Bay.

**Vessels should approach Matagorda Bay through the prescribed Safety Fairways.** (See 166.100 through 166.200, chapter 2.)

**Anchorage.—Vessels should anchor off the bar in the Matagorda Fairway Anchorages on either side of the safety fairways.** (See 166.100 through 166.200, chapter 2.) With N winds or smooth sea, fair anchorage is available in 4 to 12 fathoms.

**Currents.—**The tidal current in Pass Cavallo is believed to attain a velocity of 2 knots with currents of 5 knots reported. It is reported to be very strong in the land cut through Matagorda Peninsula, especially on the runoff of the ebb after strong S winds. The current in Matagorda Ship Channel attains a reported velocity of about 3 knots and up to 7 knots under severe conditions. Daily predictions of the tidal current may be found in the Tidal Current Tables, Atlantic Coast.

**Quarantine, customs, immigration, and agricultural quarantine.—**(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Port Lavaca-Point Comfort is a **customs port of entry**.

**Halfmoon Reef** extends about 3 miles off **Palacios Point**, the SW point of the tongue of land extending between the E and N portions of Matagorda Bay. This is a shell reef 100 to 500 yards wide, reported covered about 4 feet at low tide over the greater portion of its length. The reef is marked at its S end by a light.

**Port O'Connor** is a small settlement at the SW end of Matagorda Bay N of Pass Cavallo.

The entrance to **Caney Creek** at **Mile 419.9W** was reported closed in August 1982. The creek can be entered through **Caney Creek Cutoff**. The cutoff crosses the waterway through a 0.5-mile canal leading to **East Matagorda Bay** at **Mile 420.4W**. In August 1982, shoaling was reported at the junction of Caney Creek and Caney Creek Cutoff. Above the junction, a depth of about 2 feet can be taken up the creek to a bridge 25 miles above the waterway. The fixed highway bridge 9 miles above the waterway and 2 miles below **Sargent**, has a 28-foot fixed span with a clearance of 10 feet. Several fish camps along the creek have gasoline and launching ramps.

**Colorado River** crosses the waterway at **Mile 441.5W** and enters the Gulf through a 5.8-mile flood discharge channel in the isthmus separating East Matagorda Bay and Matagorda Bay. The channel was formerly used by the Matagorda fishing fleet. In February-June 2002, the channel had a controlling depth of 8.1 feet (10.2 feet at midchannel).

**Port of Bay City Barge Terminal Wharf**, in a basin on the E side of the river 13.5 miles above the mouth, is 200 feet long with a concrete apron and a transit shed with 32,000 square feet of storage space.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans      Commander  
8<sup>th</sup> CG District      (504) 589-6225  
New Orleans, LA



# Table of Selected Chart Notes

## INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the intracoastal Waterway.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## COLORADO RIVER

The controlling depth from the junction with the Intracoastal Waterway to mile 2 was 10 feet for a width of 100 feet, thence 7 feet for a width of 100 feet to mile 8, thence 4 feet for a width of 100 feet to mile 13.5, thence 5 feet for a width of 100 feet to the turning basin with 6 feet for a width of 100 feet in the turning basin.

Apr 2012 - May 2012

## CAUTION

Stakes, piles and platforms, some submerged, may exist between charted piling and platforms along the maintained channels.

Piles and platforms are not shown where they interfere with a light symbol.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

## CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## CAUTION

### Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## INTRACOASTAL WATERWAY

### Project Depths

12 feet Carrabelle, Fla. to Brownsville, Texas.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

### Distances

The Waterway is indicated by a magenta line. Mileage distances shown along waterway are in Statute Miles, based on zero at Harvey Lock, La. and are indicated thus: ————▶

Tables for converting Statute Miles to international Nautical Miles are given in U.S. Coast Pilot 5.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Mercator Projection Scale 1:40,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## CAUTION

Mariners are warned that numerous foul areas may exist adjacent to the channel.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

## WEATHER RULES FOR SAFE BOATING

Before setting out:

1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea.

While afloat:

1. Keep a weather eye out for:
  - A. A sudden vertical cumulus cloud development
  - B. A sudden change in wind direction
  - C. A sudden noticeable increase in wind velocity
  - D. A drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms
3. Check radio weather broadcasts for latest forecasts and warnings

Thundersqualls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have wind gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blown to leeward into danger.

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Eagle Point	(29°29'N/94°55'W)	1.1	1.1	0.1
Morgans Point	(29°41'N/94°59'W)	1.3	1.2	0.1
Galveston (Pier 21)	(29°19'N/94°48'W)	1.4	1.3	0.3
Manchester	(29°43'N/95°15'W)	1.6	1.5	0.2
Lynchburg Landing	(29°46'N/95°05'W)	1.5	1.4	0.2
Rollover Pass	(29°31'N/94°31'W)	1.4	1.3	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Sep 2012)



# NAUTICAL CHART 11319

## INTRACOASTAL WATERWAY

# TEXAS

# CEDAR LAKES TO

# ESPIRITU SANTO BAY



Chart 11319 34th Ed., Sep./12 ■  
Corrected through NM Sep. 29/12, LNM Sep. 18/12

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Mercator Projection Scale 1:40,000

North American Datum of 1983  
(World Geodetic System 1984)

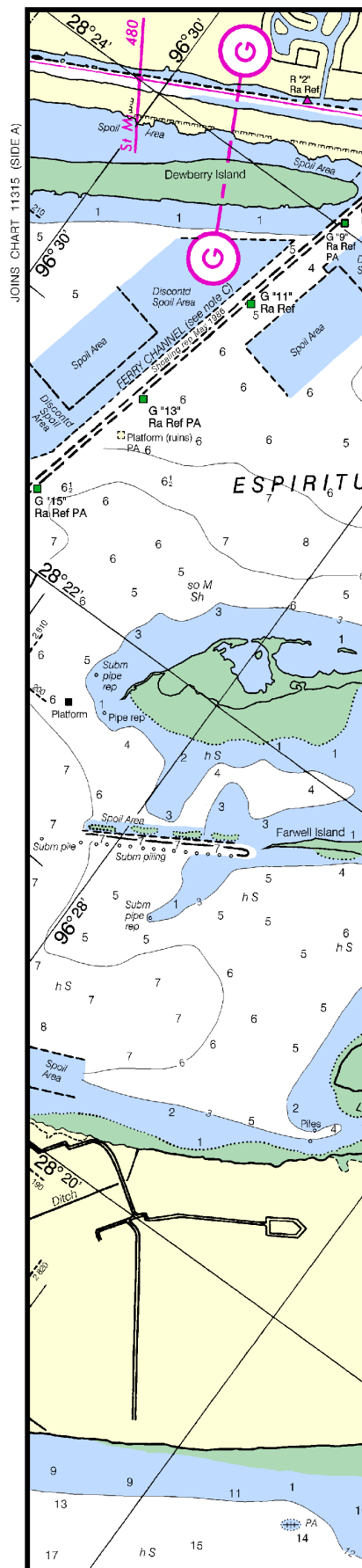
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast  
Survey, with additional data from the Corps of Engineers, Geological  
Survey, and U.S. Coast Guard.

CAUTION

Joins page 10



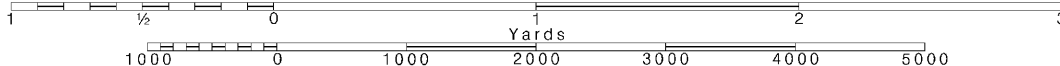
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Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

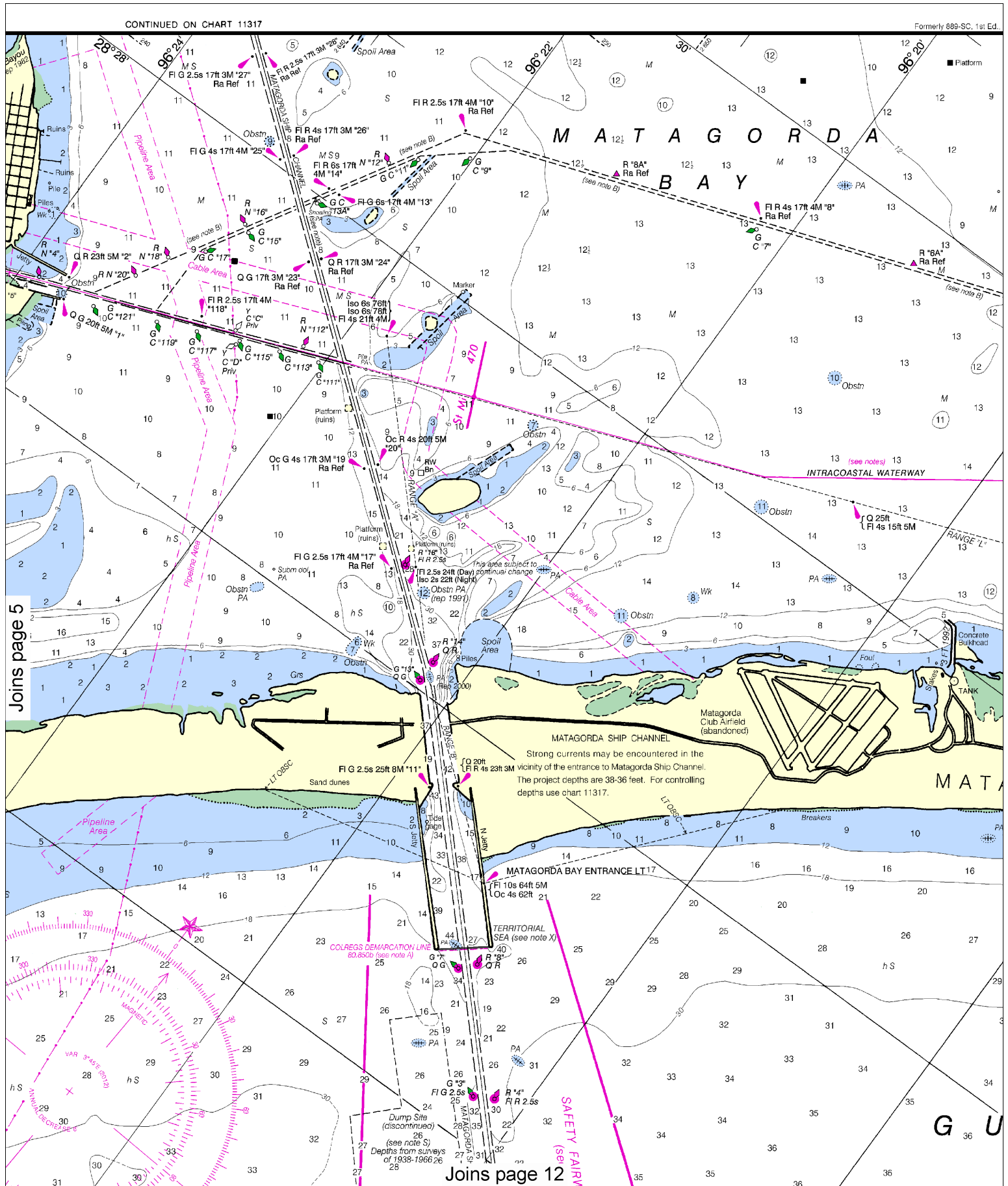
SCALE 1:40,000  
Nautical Miles

See Note on page 5.







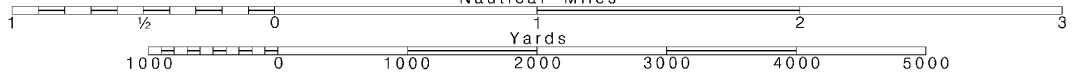


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

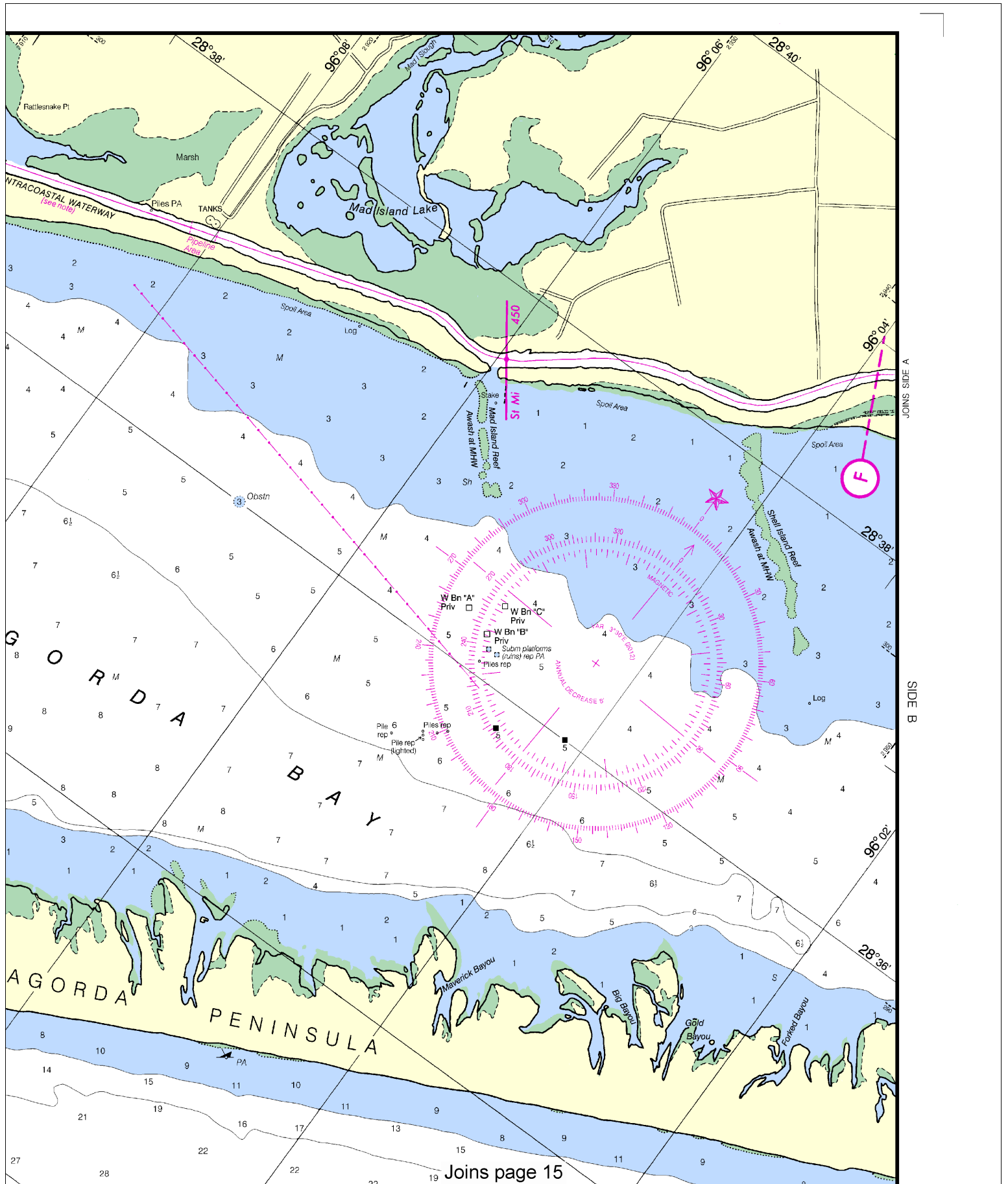
See Note on page 5.











Mercator Projection Scale 1:40,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 5 for important supplemental information.

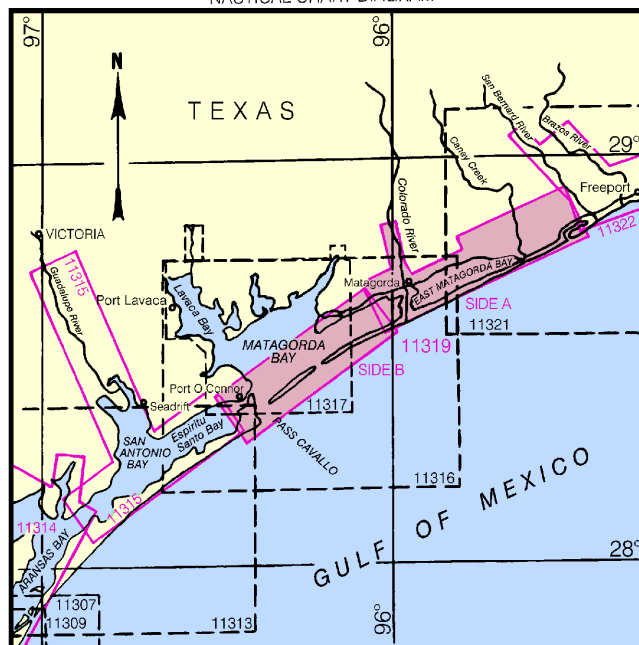


NSN 7642014010218  
NGA REFERENCE NO. 11XHA11319



ED NO. 34

NAUTICAL CHART DIAGRAM



HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.969" northward and 0.874" westward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

TIDAL INFORMATION

Predicted times for low tides may be obtained in Pass Cavallo (28°22' - 96°24') by subtracting 1 hour 20 minutes, with time of high tide corresponding to that of reference station.

In Matagorda Bay the periodic tide has a mean range less than one-half foot.

11319 34th Ed., Sep./12; Corrected through NM Sep. 29/12, LNM Sep. 18/12

Joins page 16

SCALE 1:40,000  
Nautical Miles

Statute Miles

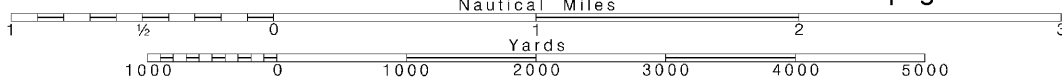
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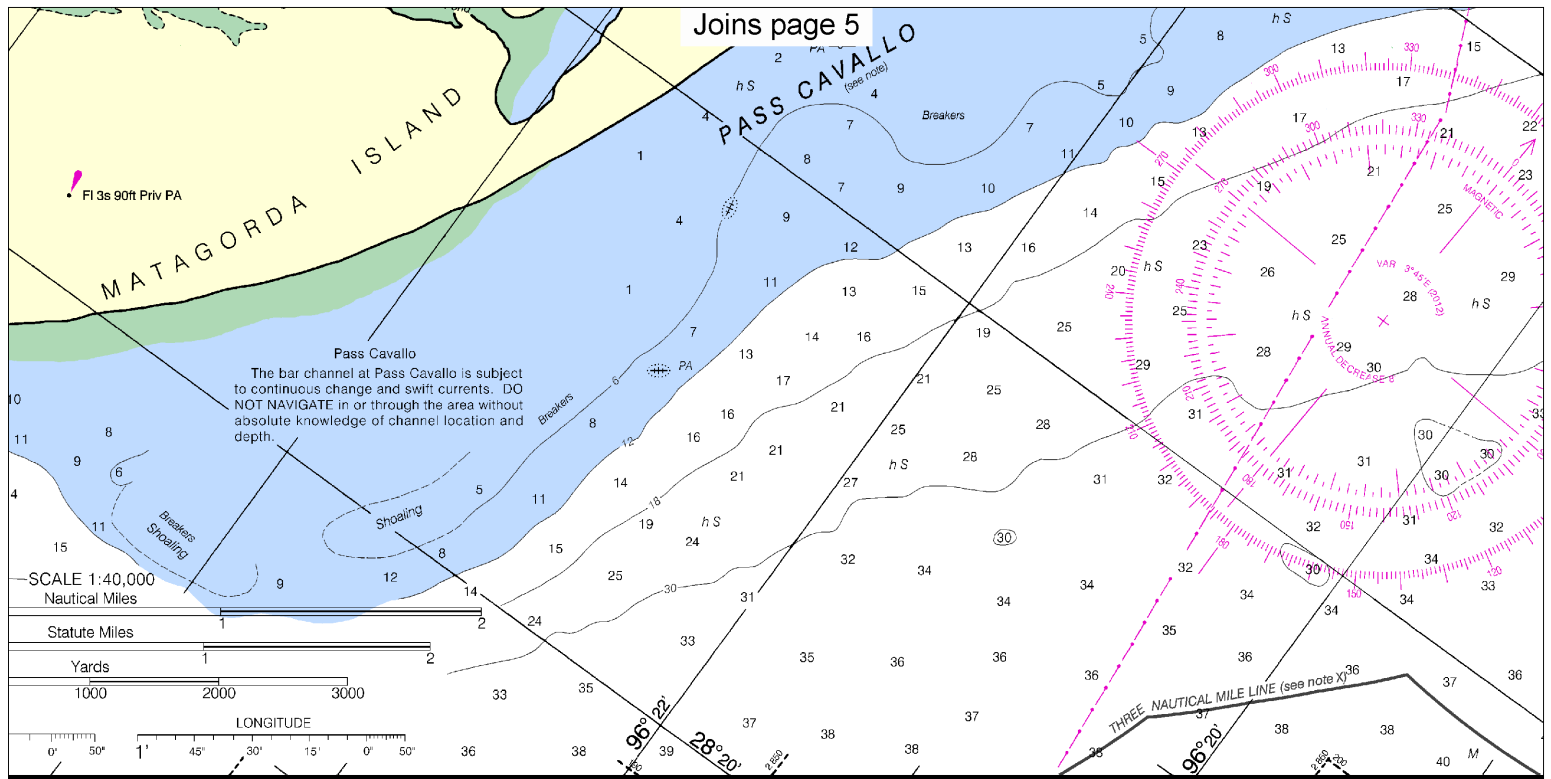
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





#### ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	IsC isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
FI flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

#### Bottom characteristics:

Bldc boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

#### Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS International Regulations for Preventing Collisions at Sea, 1972.			

Demarcation lines are shown thus: ---

#### FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

#### NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### CAUTION

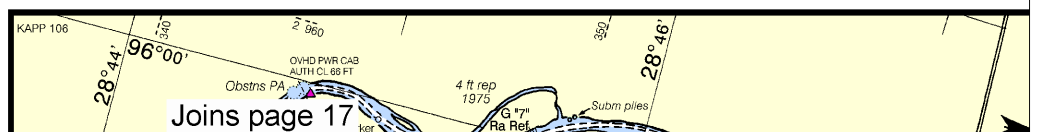
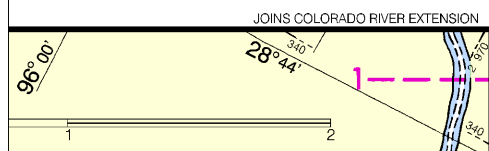
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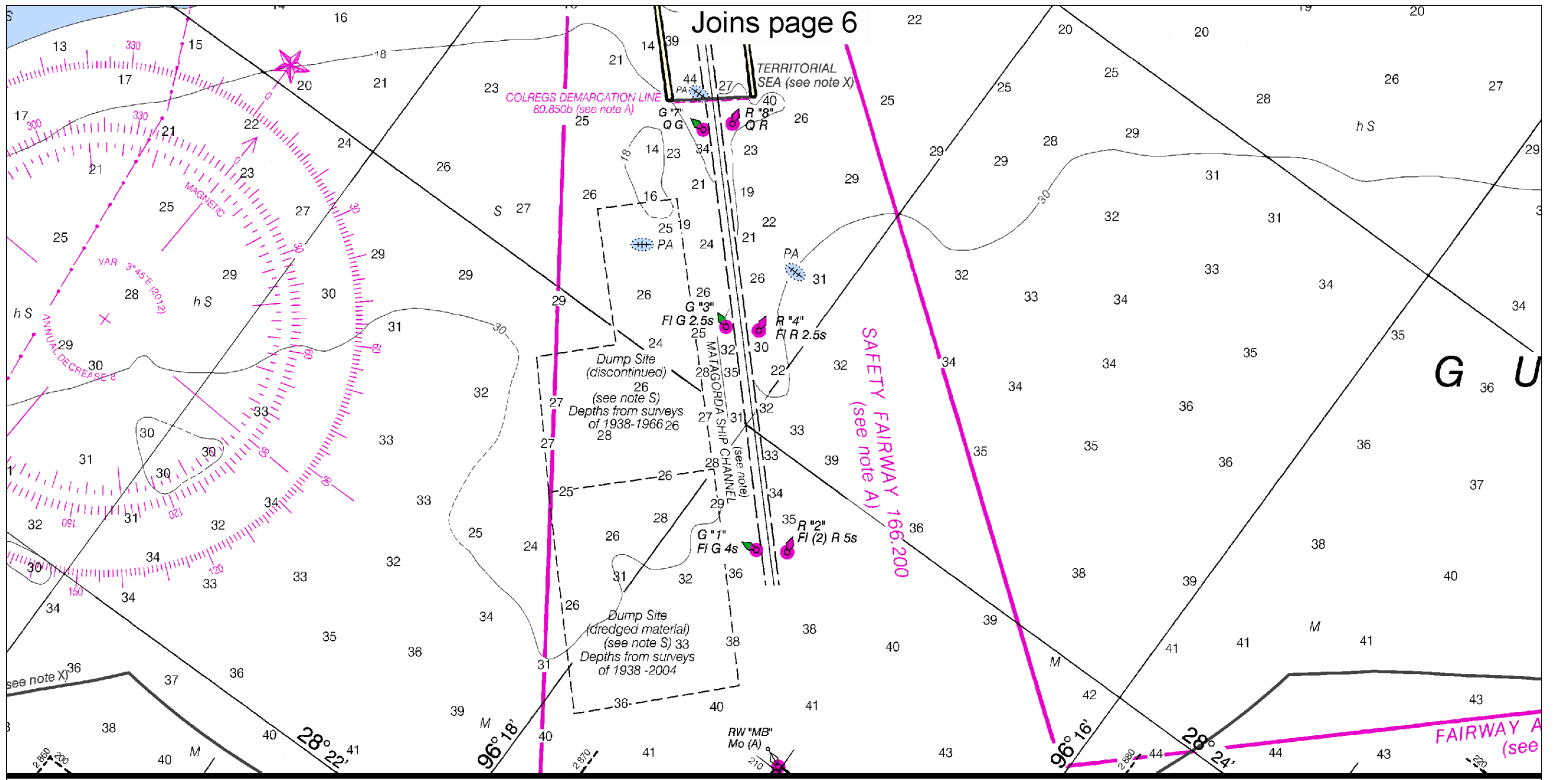
#### PLANE COORDINATE GRID

(based on NAD 1927)

Texas State Grid, south-central zone is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.







Joins page 11

**CAUTION**  
**Gas and Oil Well Structures**  
 Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
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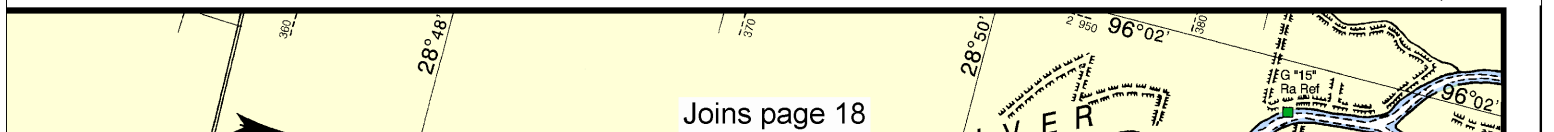


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**INTRACOASTAL WATERWAY**  
**Project Depths**  
 12 feet Carrabelle, FL to Brownsville, TX.  
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

**Distances**  
 The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: —●—  
 Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.  
 Courses are TRUE and must be CORRECTED for any variation and compass deviation.

**INTRACOASTAL WATERWAY AIDS**  
 The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.  
 Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.  
 When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.  
 A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.



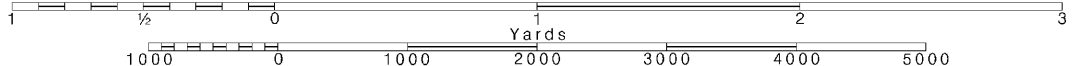
12

Note: Chart grid lines are aligned with true north.

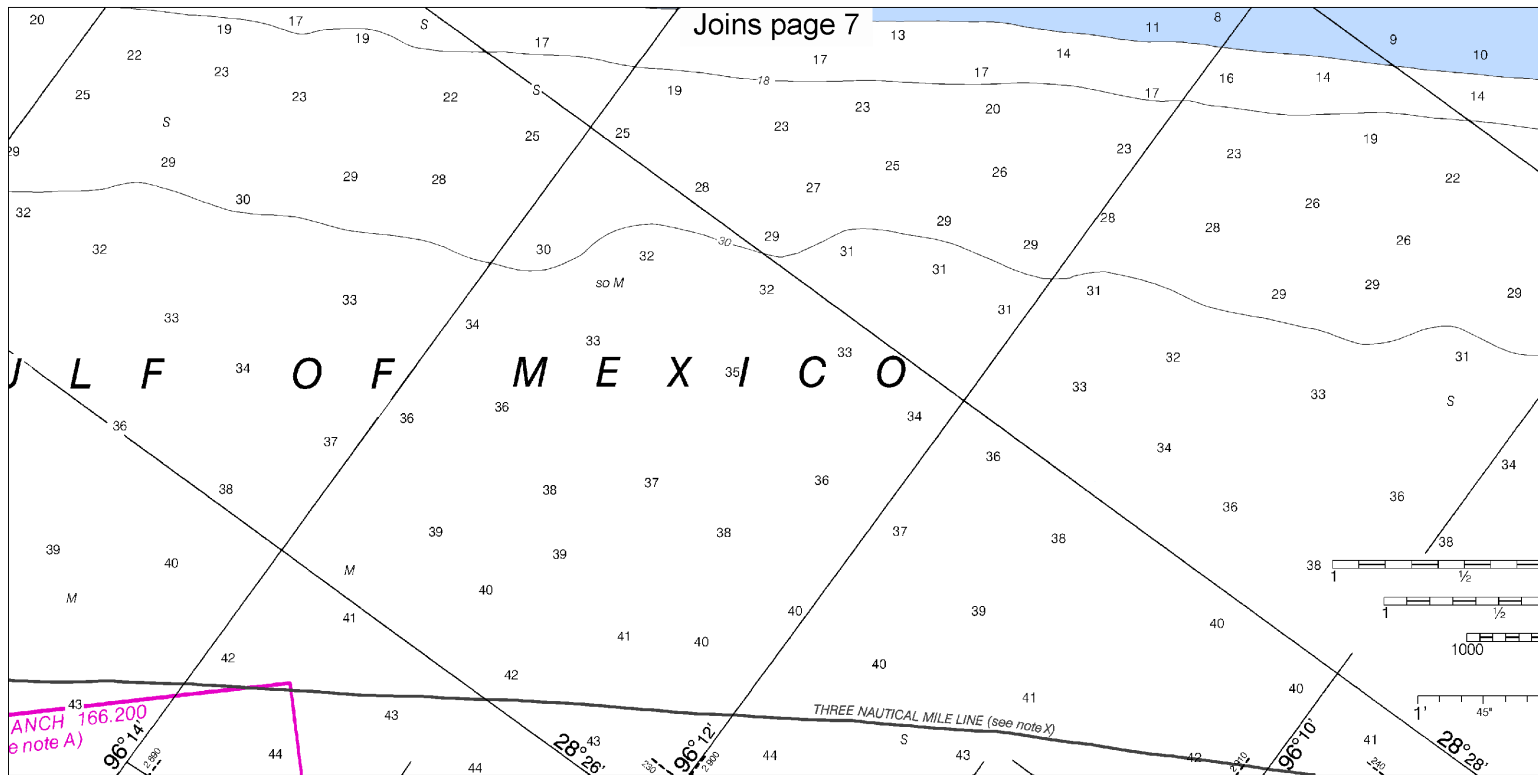
Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.



Formerly 889-SC, 1st Ed., 1



#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

#### CAUTION

##### WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

#### RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

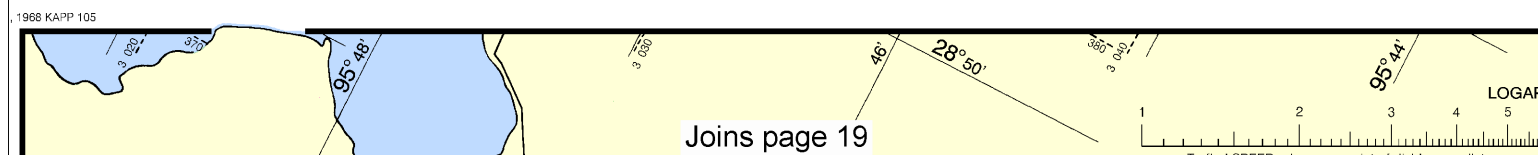
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

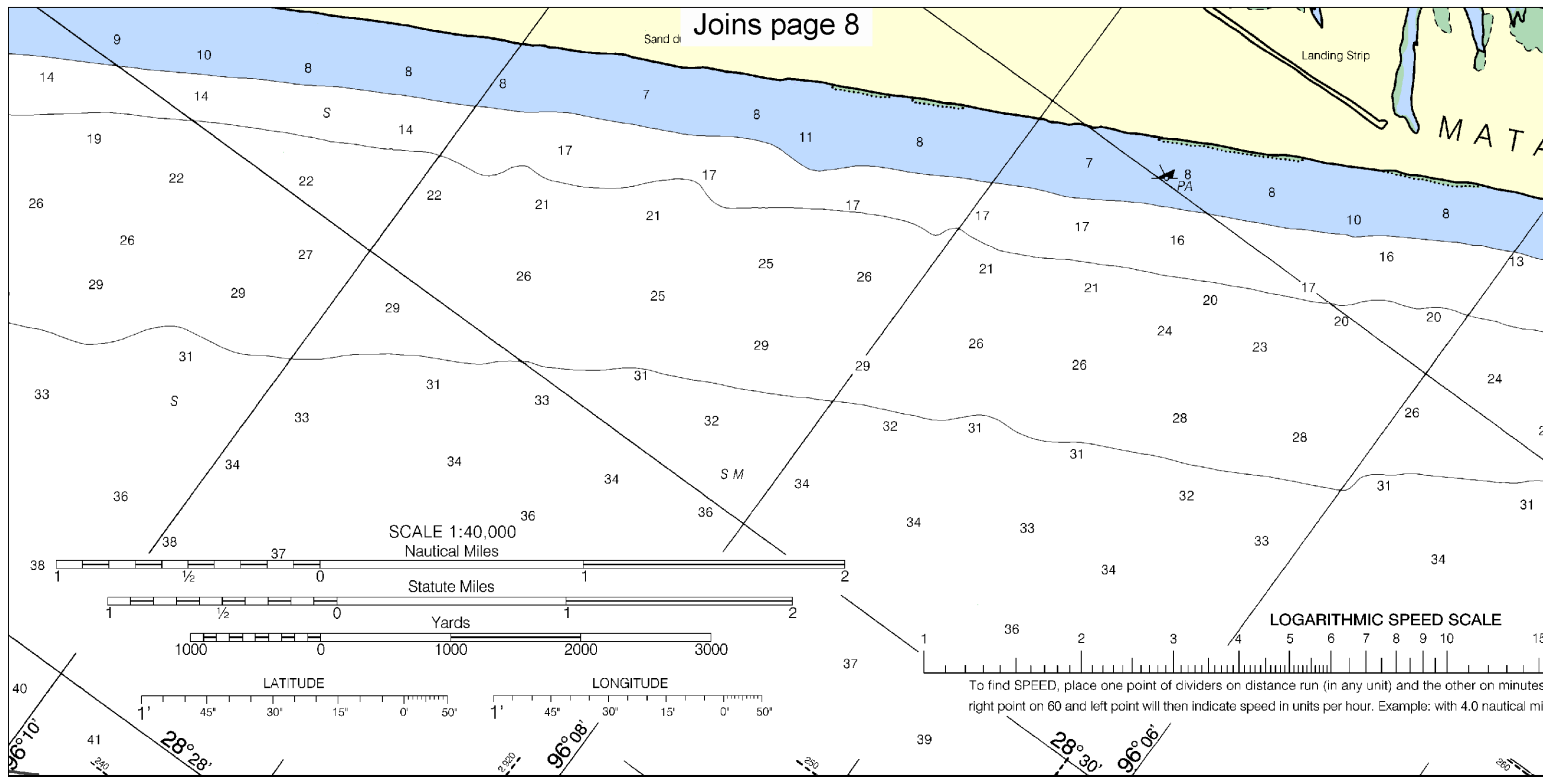
Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

#### MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).





Joins page 13

most all cases.  
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-way.  
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st-way in most

channels when

with the complete text  
at Guard publication

STRUCTURES

d (fog) signals

development

subject to ap-  
er, U.S. Coast

#### NOTE B

Due to strong currents, these aids to navigation are being established to temporarily mark an alternate channel for the Intracoastal Waterway through Matagorda Bay to the north of the existing channel. It has been established to accommodate vessels with no greater than 10 feet draft, due to the presence of several pipelines crossing the channel at approximate positions 28°27'31.21"N, 96°22'59.2"W; 28°27'30.3"N, 96°22'59.6"W; and 28°27'11.5"N, 96°23'10.0"W. Mariners should be aware of the draft limitations in this alternate channel.

#### PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>

#### SAFETY HINTS

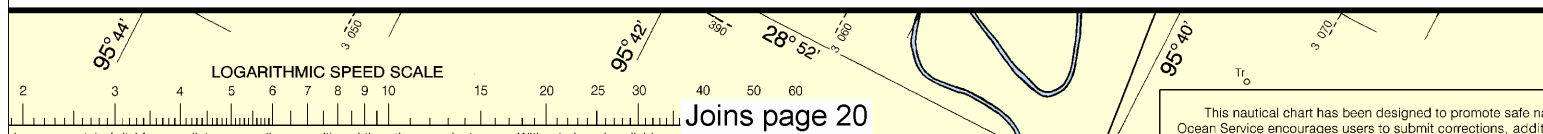
1. Keep your chart up to date by applying all Notices to Mariners Correct when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety.
3. Learn the meaning of each symbol and abbreviation on your chart from No. 1.
4. The compass on your chart shows the variation from true north, however must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to the end of each trip. Keep in the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those can identify in your surroundings.

#### PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Building, Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70112, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), Second Street, SW, Washington, DC 20593



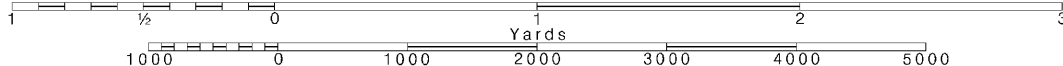
14

Note: Chart grid lines are aligned with true north.

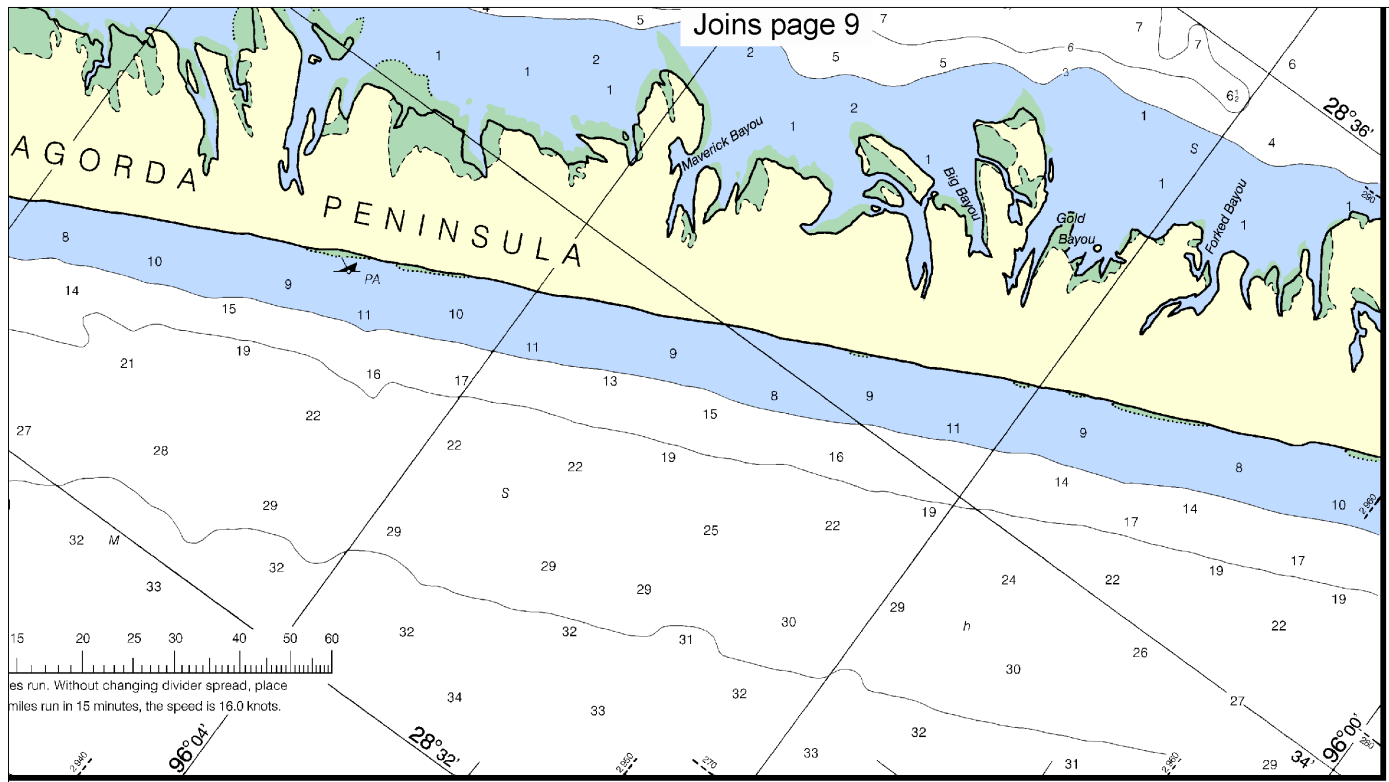
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



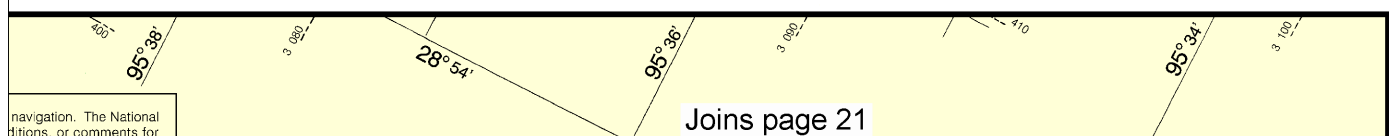




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**PHONE:** (301) 436-8301 or 1-800-638-8972

**NOTE X**

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

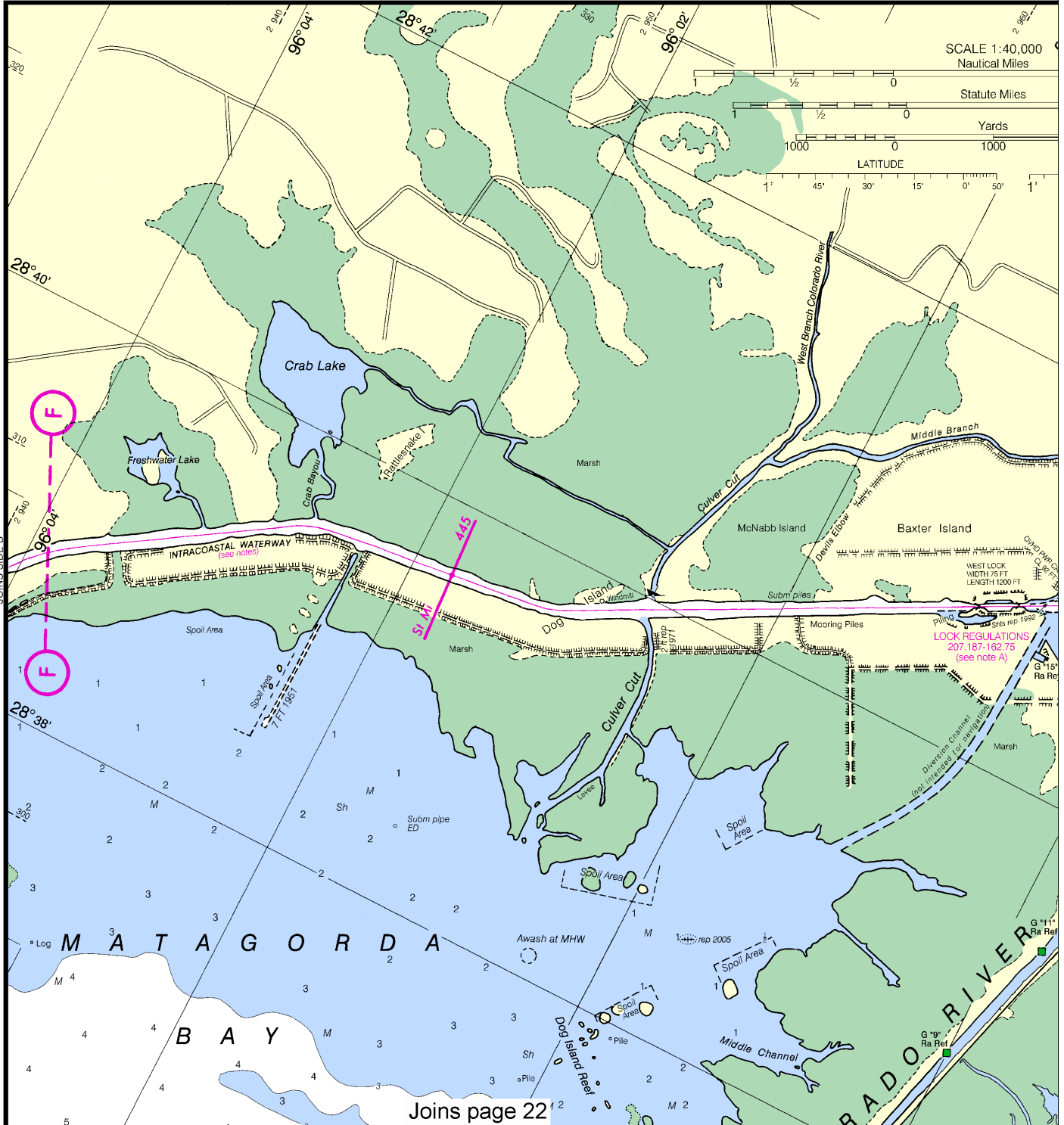




Joins page 10

reference station.  
In Matagorda Bay the periodic tide has a mean range less than one-half foot.

11319 34th Ed., Sep./12; Corrected through NM Sep. 29/12, LNM Sep. 18/12



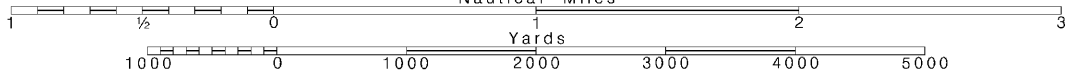
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

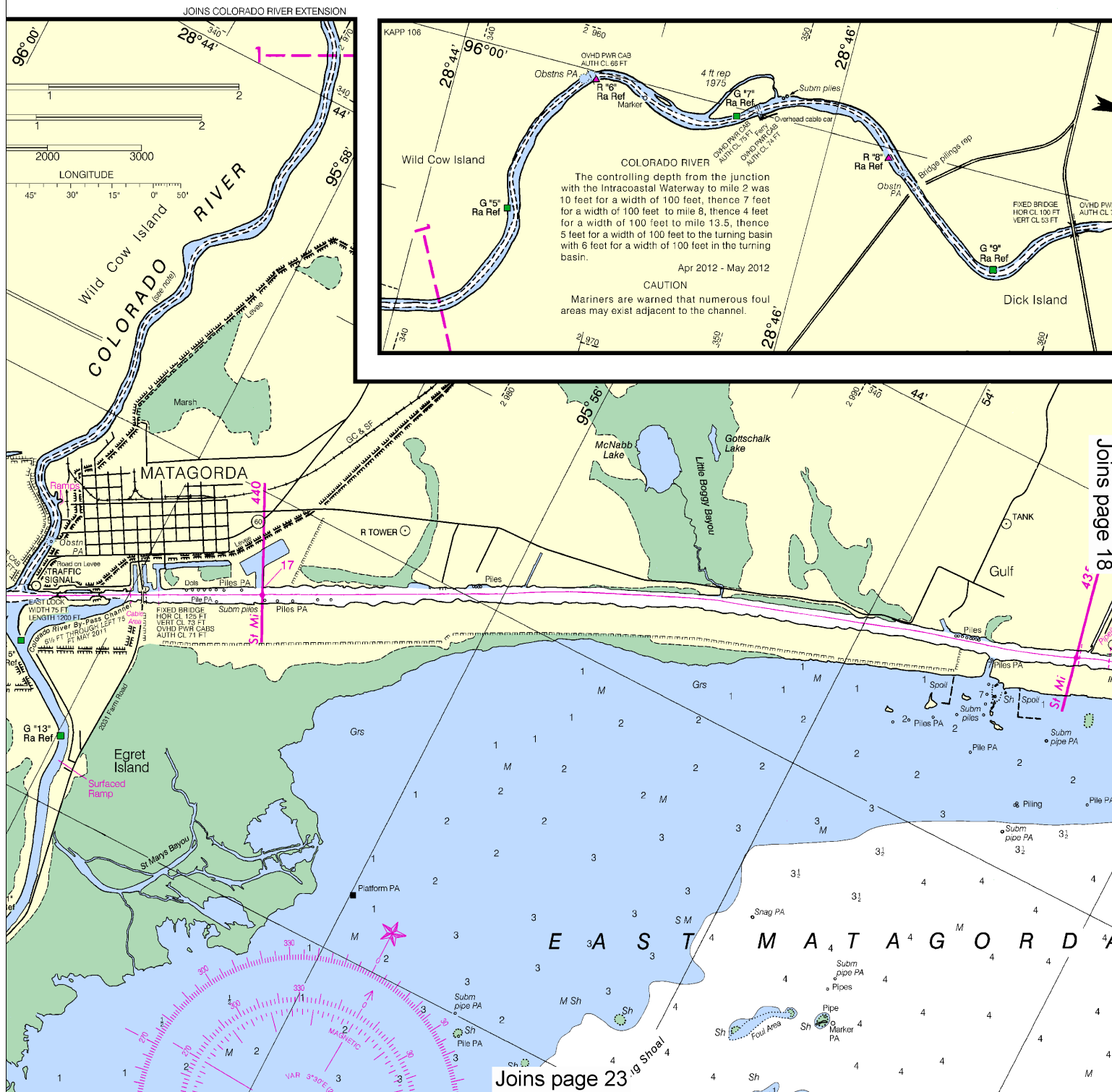


Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

## Joins page 11

PLANE COORDINATE GRID  
(based on NAD 1927)

Texas State Grid, south-central zone is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.



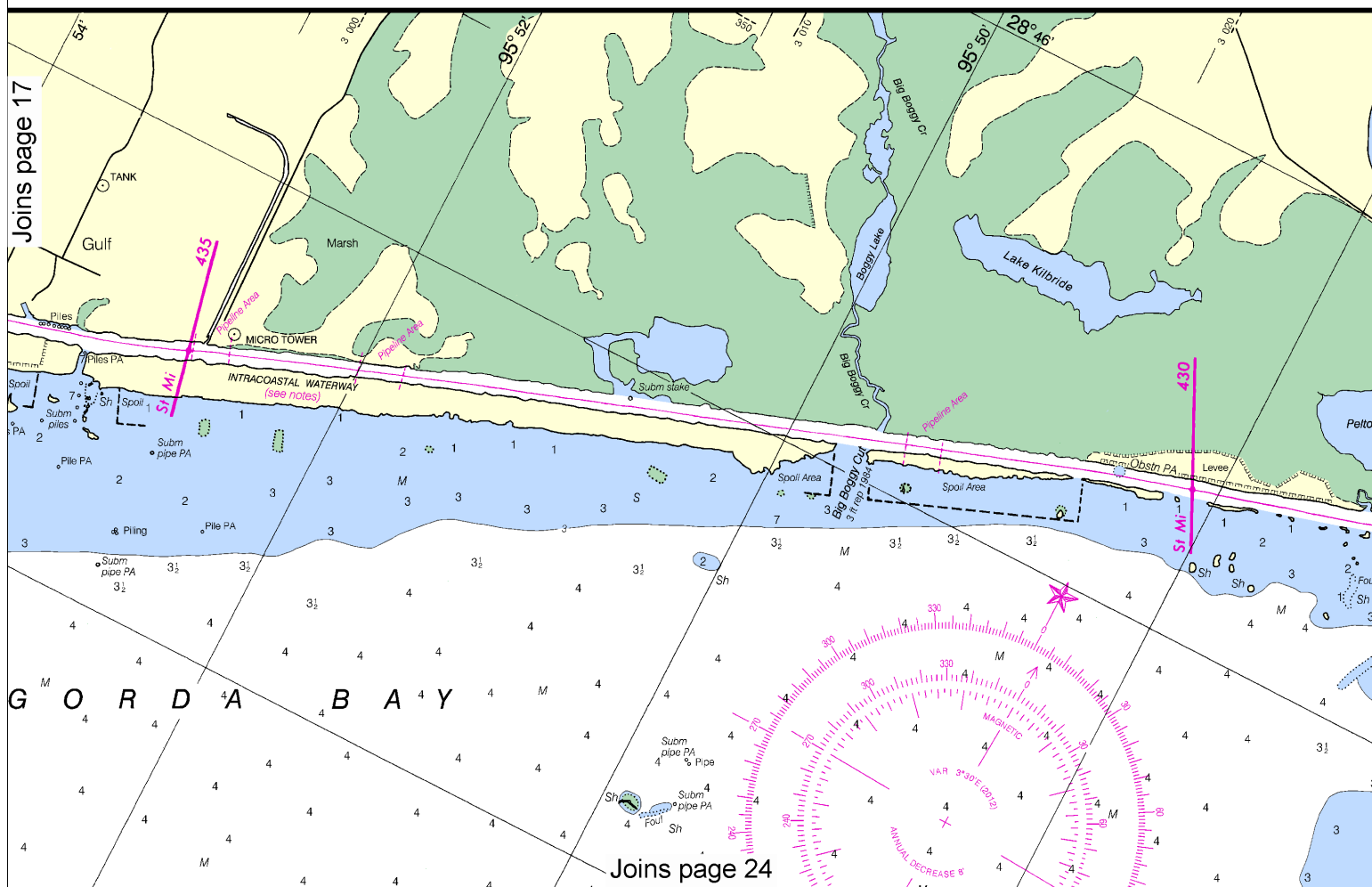
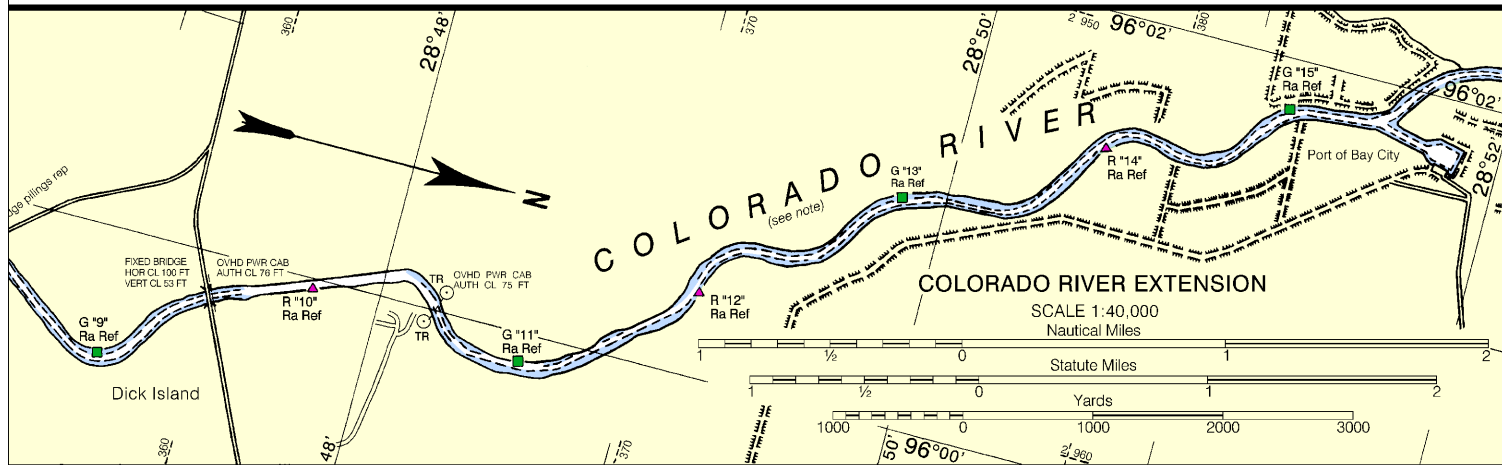


Covered wells may be marked by lighted or unlighted buoys.

Joins page 12

be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.  
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

Formerly 889-SC, 1st Ed., 1



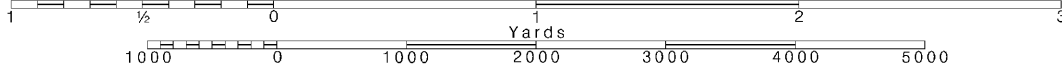
18

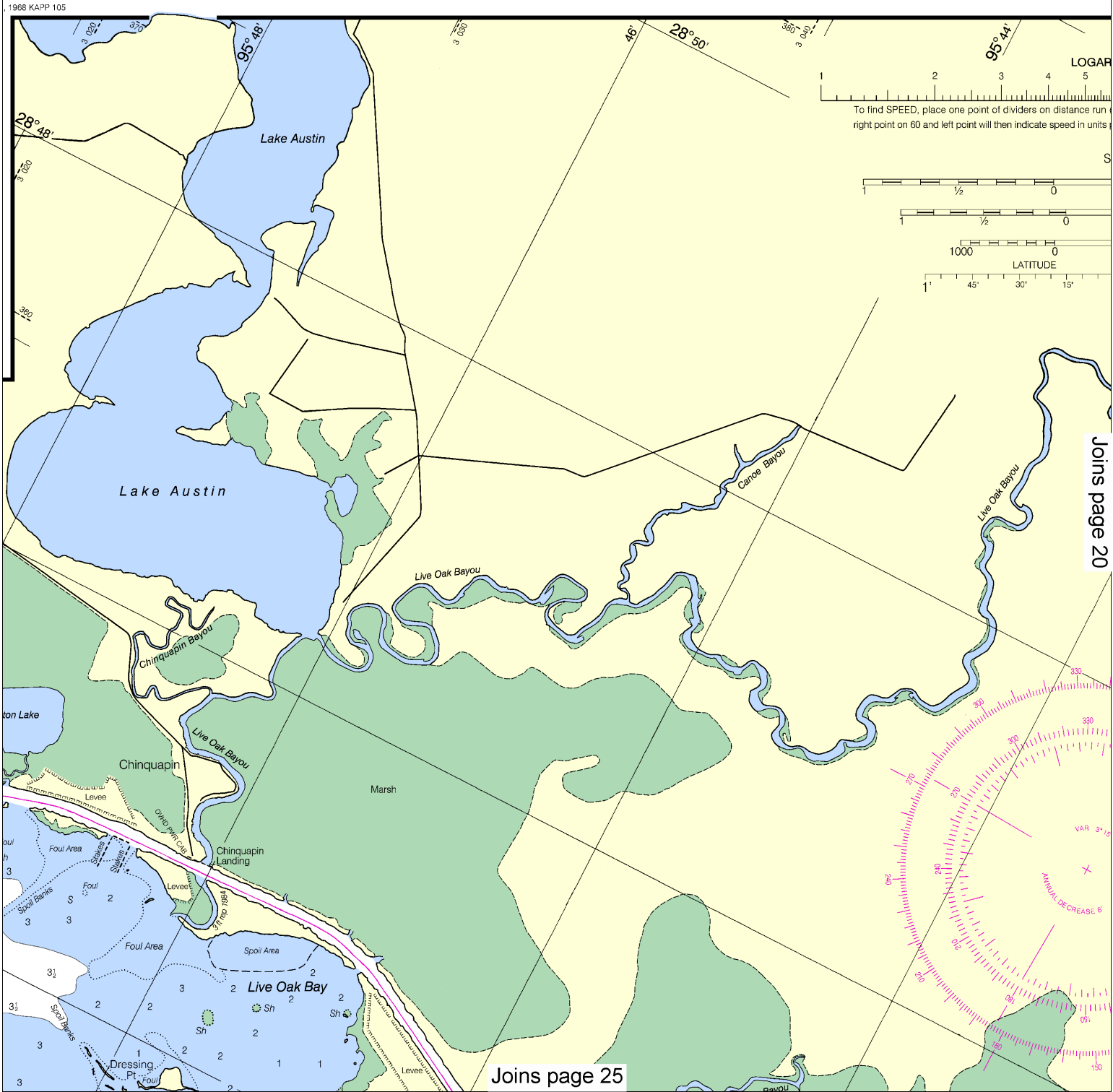
Note: Chart grid lines are aligned with true north.

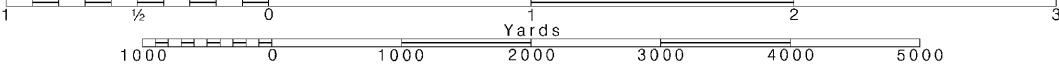
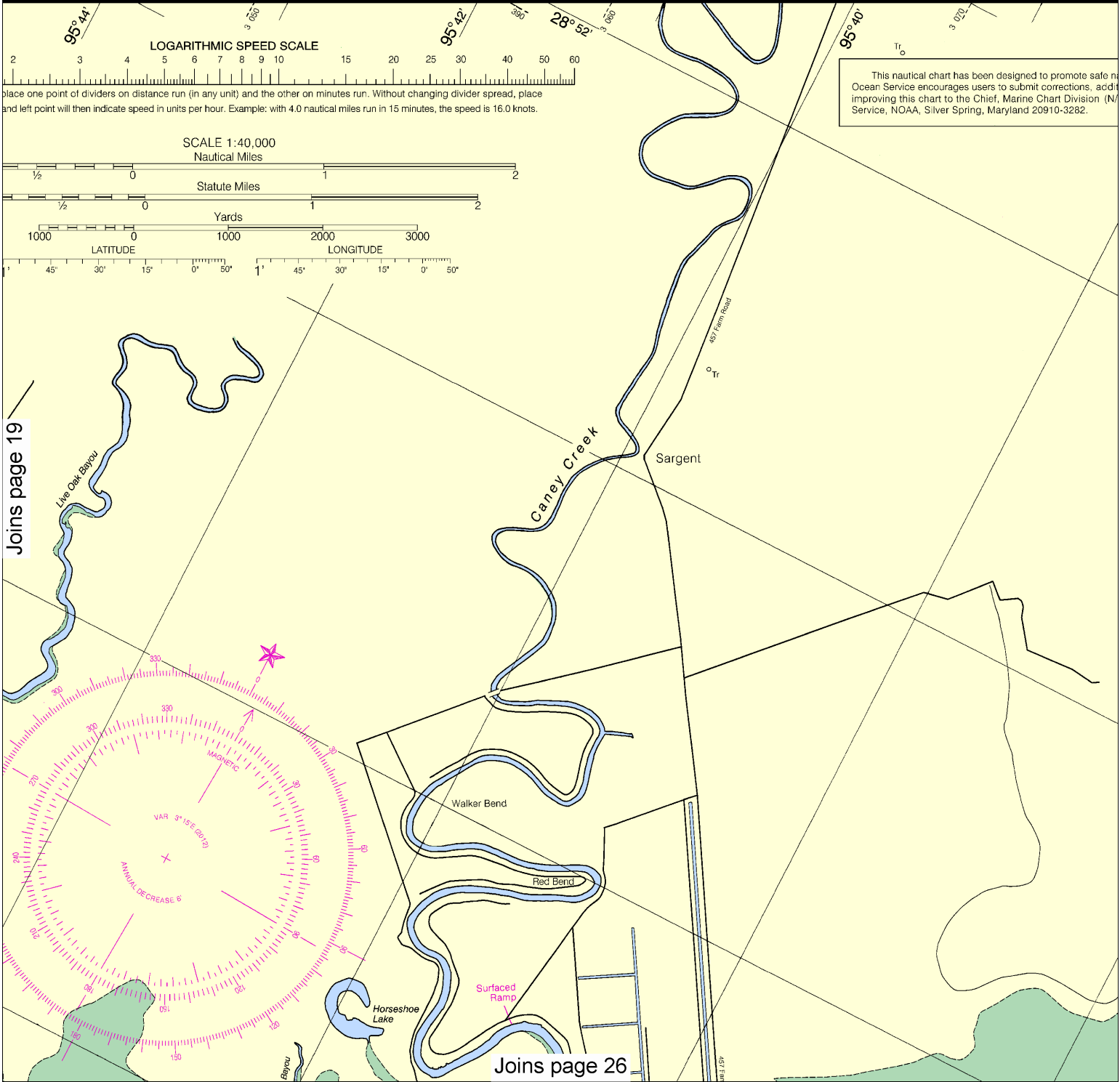
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

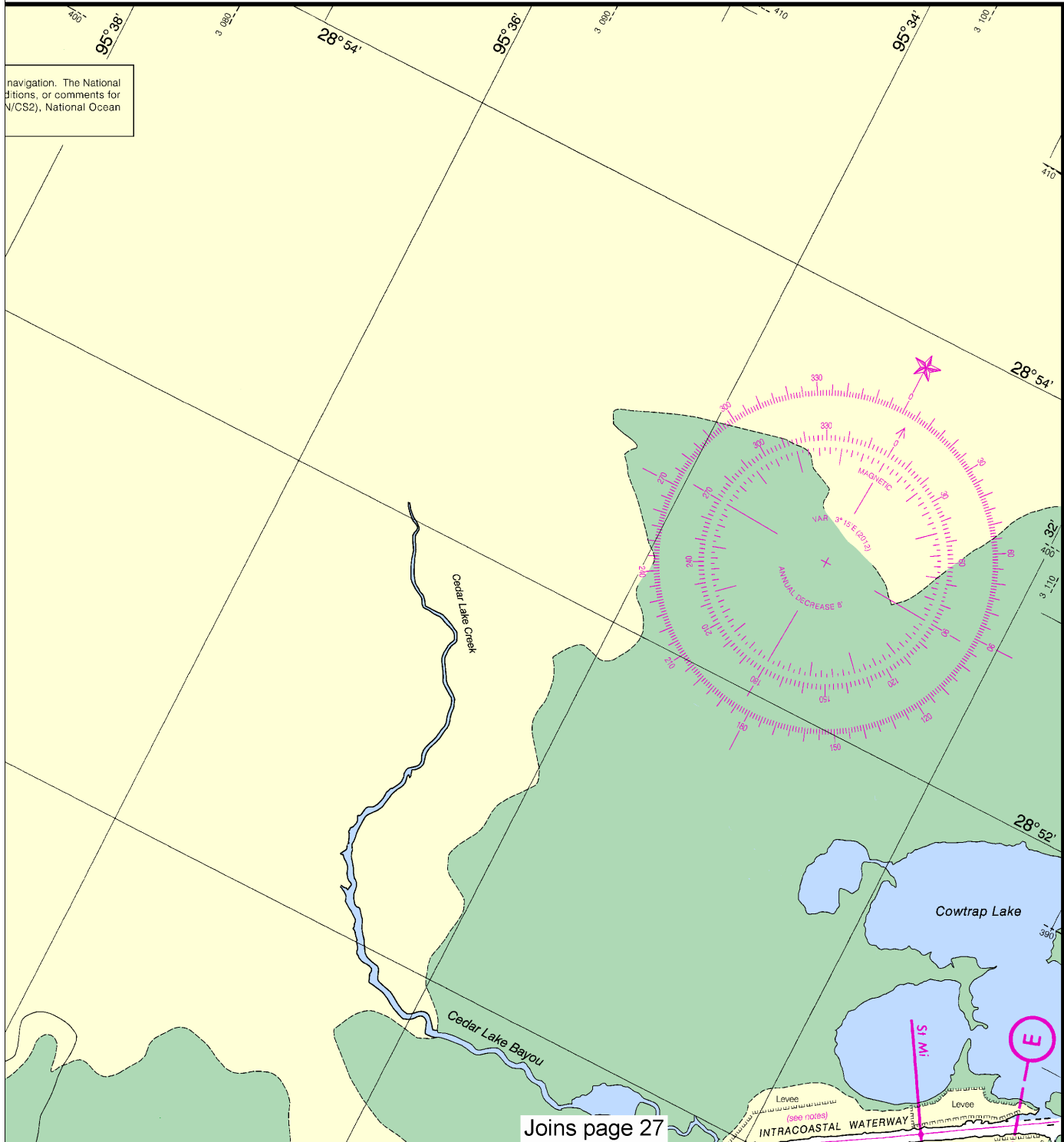
See Note on page 5.







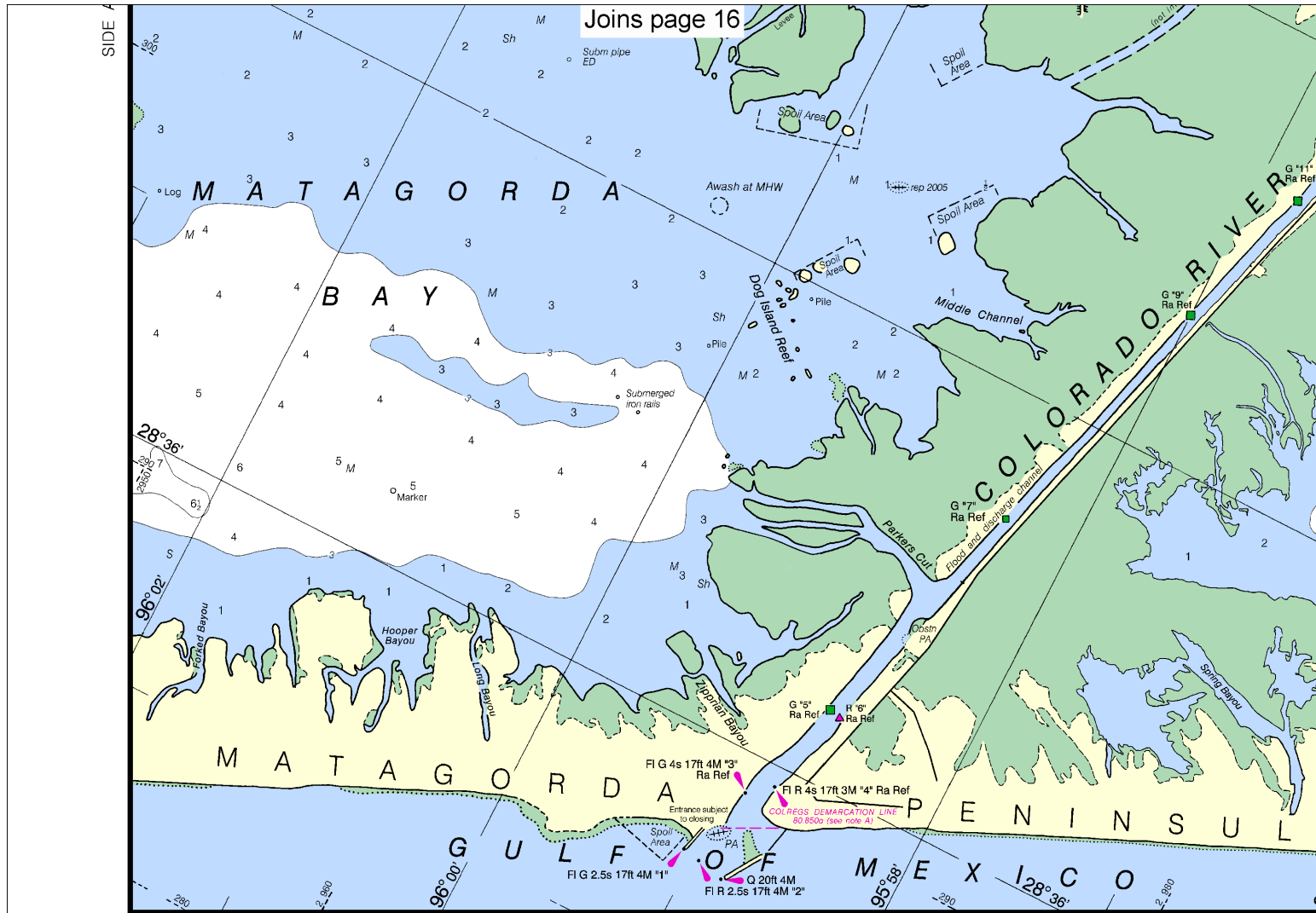




SIDE A

RT 11322 (SIDE B)

Joins page 27



11319 34th Ed., Sep./12; Corrected through NM Sep. 29/12, LNM Sep. 18/12

CONTINUED ON CHART 11316

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

#### PLANE COORDINATE GRID

(based on NAD 1927)

Texas State Grid, south-central zone is indicated by dashed ticks at 10,000 foot intervals.  
The last three digits are omitted.

#### CAUTION

Stakes, piles and platforms, some submerged, may exist between charted piling and platforms along the maintained channels.  
Piles and platforms are not shown where they interfere with a light symbol.

#### CAUTION

##### Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

#### CAUTION

##### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

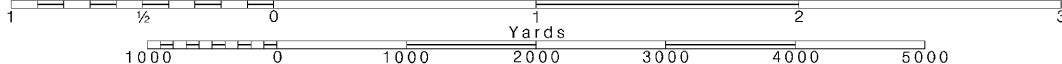
22

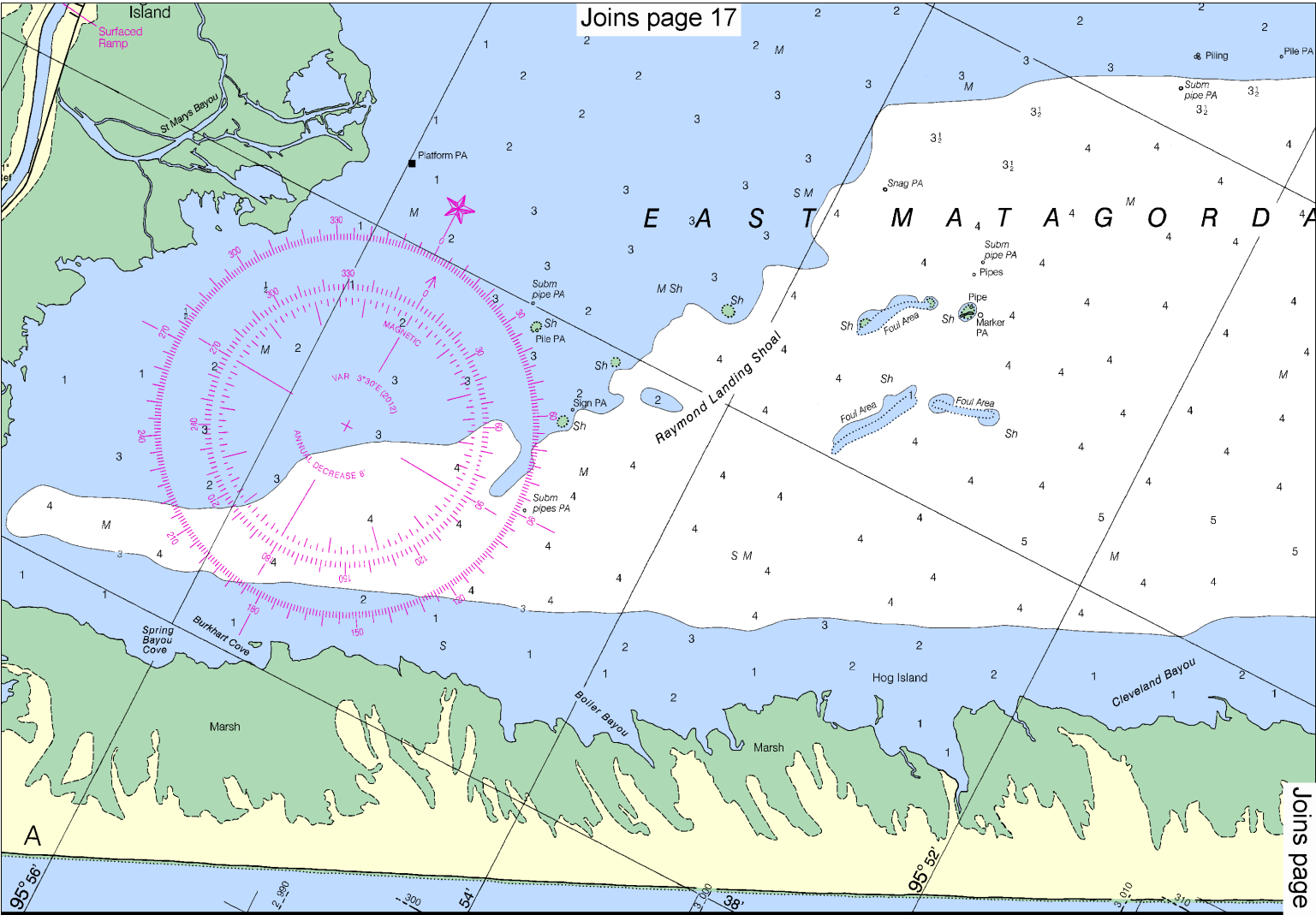
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





**INTRACOASTAL WATERWAY**

**Project Depths**

12 feet Carrabelle, Fla. to Brownsville, Texas.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

**Distances**

The Waterway is indicated by a magenta line. Mileage distances shown along waterway are in Statute Miles, based on zero at Harvey Lock, La. and are indicated thus: ———→  
Tables for converting Statute Miles to international Nautical Miles are given in U.S. Coast Pilot 5.

**INTRACOASTAL WATERWAY AIDS**

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the intracoastal Waterway.

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

**HURRICANES AND TROPICAL STORMS**

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

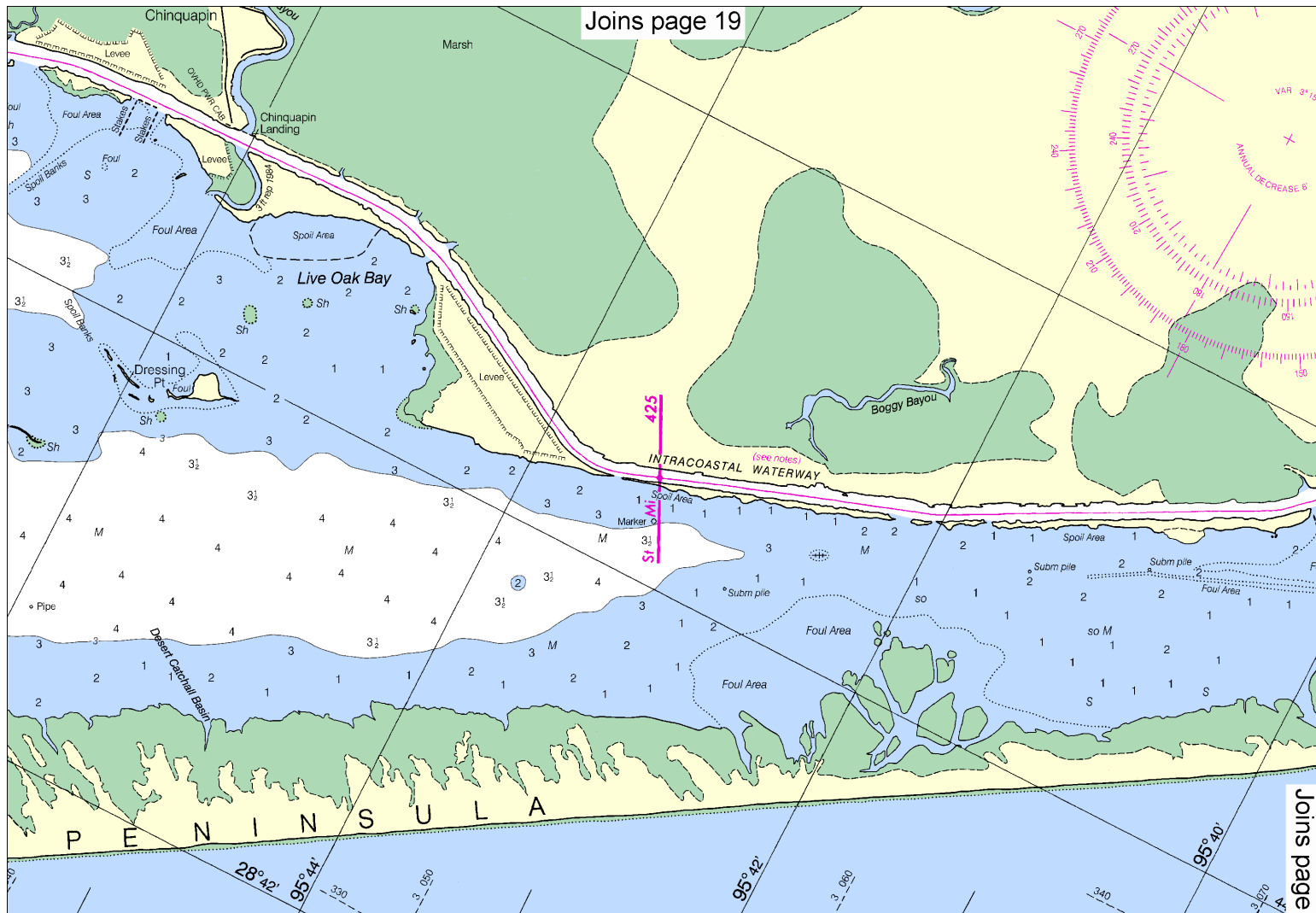
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

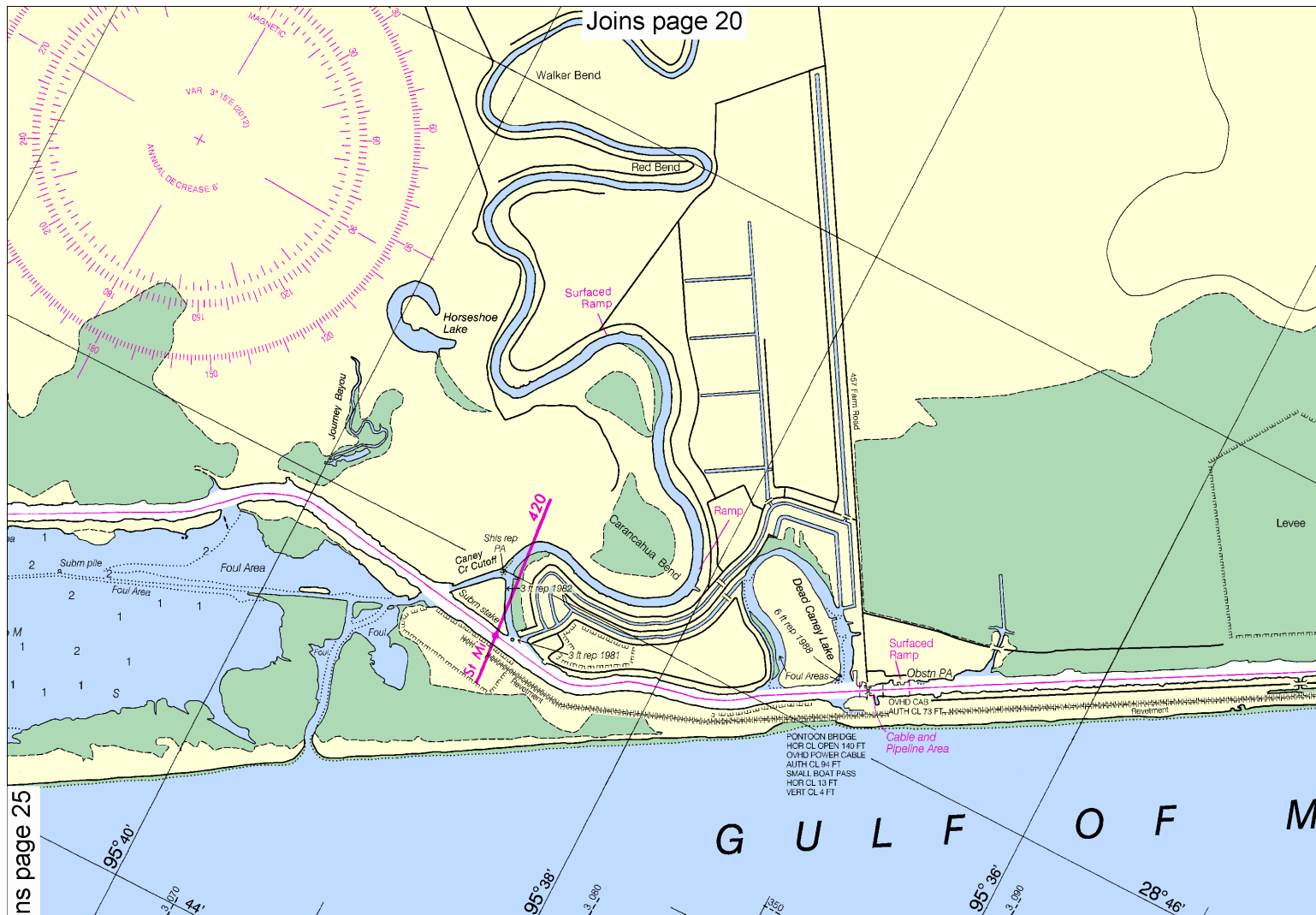
		DEPTHS		SERVICES										
NO	SMALL CRAFT FACILITY	CHART SIDE	APPROACH- FEET (REPORTED)	ALONGSIDE- FEET (REPORTED)	BERTH MOORINGS- FEET (REPORTED)	RAMP	REPAIRS	MARINE SURFACED- NATURAL	HULL- MOTOR- RADIO	LIFT CAPACITY- TONS	BOAT RENTAL	CANOE- ROW- MOTOR- K	FOOD- LOD.	CHARTER- HH
17	MATAGORDA HARBOR		A	10	14	B	E	S						

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE THE TABULATED "APPROACH- FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAR THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE









#### WEATHER RULES FOR SAFE BOATING

Before setting out:

1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea.

While afloat:

1. Keep a weather eye out for:
  - A. A sudden vertical cumulus cloud development
  - B. A sudden change in wind direction
  - C. A sudden noticeable increase in wind velocity
  - D. A drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms
3. Check radio weather broadcasts for latest forecasts and warnings

Thundersqualls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have wind gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blown to leeward into danger.

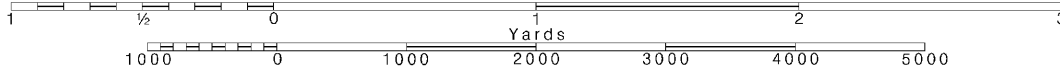
26

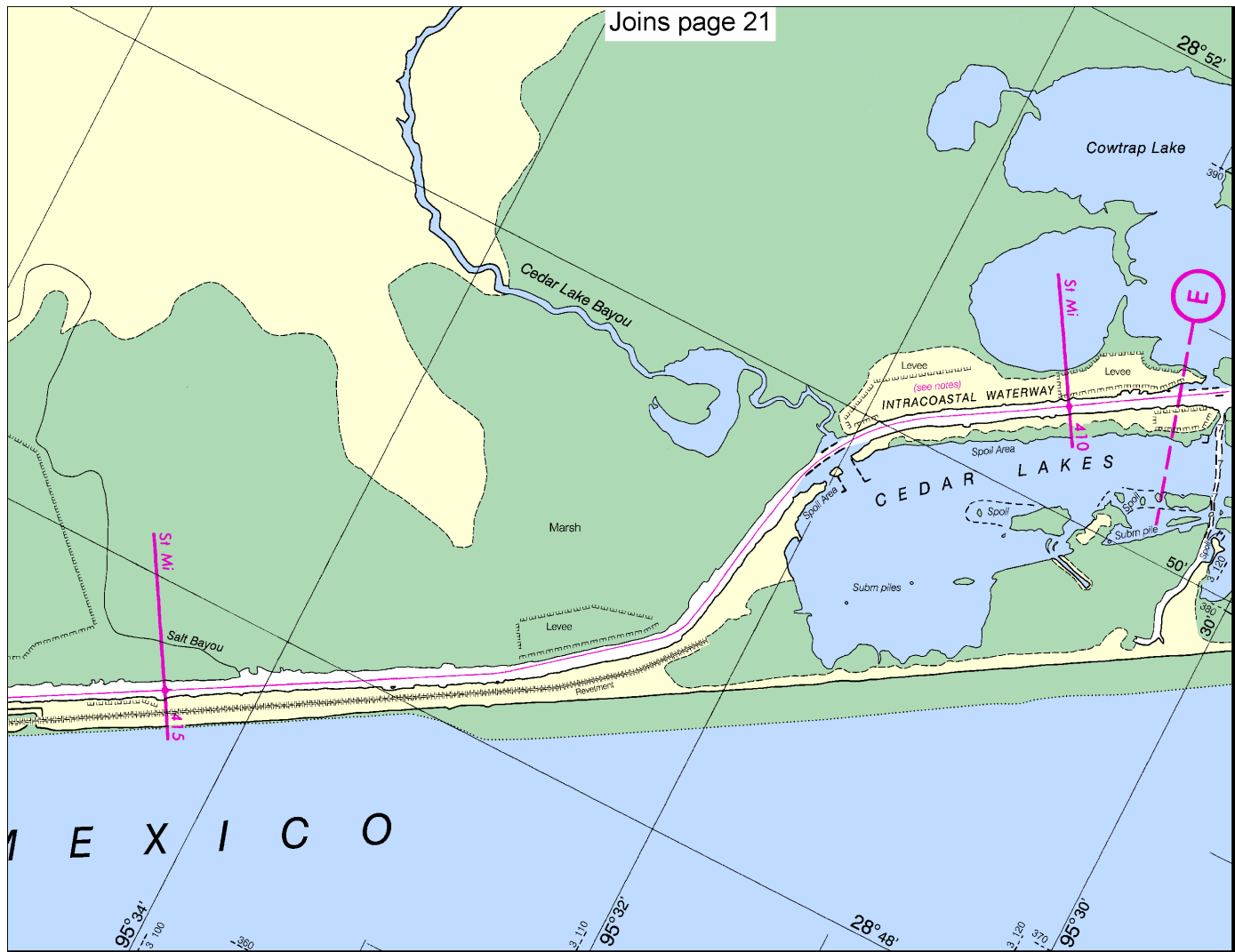
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 11321

11319

# BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ. (kHz)	DAILY BROADCAST-CST	SPECIAL WARNING
Galveston, TX	NOY	2670	4:45 6:45 10:45 A.M.	*On receipt
		157.1 MHz	4:45 P.M.	
Corpus Christi, TX	NOY-8	2670	4:40 6:40 10:40 A.M.	*On receipt
			4:40 P.M.	
Freeport, TX	NOY	157.1 MHz	4:45 6:45 10:45 A.M.	*On receipt
			4:45 P.M.	

\* Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

## MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Galveston, TX	*(281) 337-5074	
Corpus Christi, TX	(361) 289-0959	8:00 AM-5:00 PM (Mon.-Fri.)
	*(361) 289-0753	

\*Recording (24 hours daily)

## NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Bay City, TX	WWG-40	162.425	24 hours daily
Port O'Connor, TX	WXL-26	162.475	24 hours daily



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



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NOAA's Office of Coast Survey



The Nation's Chartmaker